



## 9.1. IMPLEMENTATION OF PROPOSED INFRASTRUCTURE PROJECTS

The implementation of new and expanded pedestrian infrastructure projects is an important component of Albemarle's Pedestrian Plan. Infrastructure projects are classified as either an ***incidental project*** or an ***independent project***.

**Incidental projects** are pedestrian enhancements that are implemented in conjunction with roadway and new development projects. Because the list of upcoming roadway improvements is long and subject to change, all of these possible projects are not mentioned specifically in this plan or illustrated individually on a map. However, the City of Albemarle Planning staff should review all plans for upcoming roadway and bridge improvements (constructed by the City, NCDOT, or the Federal Government) to ensure that pedestrian (and bicycle) accommodations are included to the full extent possible as part of these projects. In many cases, pedestrian accommodations can be constructed as part of the overall roadway project cost, avoiding the need for a separate pedestrian project later to retrofit the roadway facility. To ensure that no opportunities "fall through the cracks", the City should implement a mechanism to ensure that pedestrian and bicycle considerations and associated traffic calming (as described in Section 5) are made as part of all pending roadway expansion and maintenance projects, as well as all new development projects. Map 4 shows a "Complete Streets" policy on most NCDOT arterials in Albemarle that would require all new road and road improvement projects to include accommodations for non-motorized travel (pedestrian and bicycle) as well as motorized traffic.

**Independent projects** are pedestrian improvements that are implemented as a separate project, not in conjunction with any roadway improvements. These projects are intended to provide new or enhanced facilities in existing roadway corridors or along new rights-of-way (for off-road paths). The proposed high priority infrastructure projects outlined in Section 7 are indicative of projects that will most likely be implemented as independent projects, while the mid-range and long-range projects tabled in Appendix G may be more efficiently completed as incidental projects, but not necessarily in all cases.

### Funding Opportunities

A combination of funding sources will be needed to construct the infrastructure projects summarized in Appendix G. The City of Albemarle should seek all viable funding opportunities for project implementation, including Federal and State monies where available (i.e. inclusion on the State TIP). Special funding programs for specific types of projects (e.g. Safe Routes to School) should also be pursued. Private foundations should be thoroughly researched to identify possible funding options.

Although many funding sources potentially can provide revenues for project implementation, it is likely that local government funding will be a primary component (for matching federal / state funds and for implementation where other revenue streams are not available). Therefore, it is recommended that the City establish a set aside amount in the annual Public Works budget for pedestrian infrastructure project implementation. An annual set aside would ensure that progress is made every year on constructing the specified projects, and would illustrate a commitment from the City to improve walkability. Appendix H shows more detail on potential funding sources.



### 9.2. ADOPTION OF POLICY AND ORDINANCE REVISIONS

The recommended policy and ordinance revisions discussed in Section 8 should be fully considered as the City of Albemarle updates its existing zoning ordinances. Incorporating the policy recommendations described in Section 8 in the City's updated planning and zoning tool kit will play a major role in defining the future pedestrian environment of Albemarle.

### 9.3. PRIORITIZATION AND IMPLEMENTATION OF ANCILLARY PROGRAMS

A variety of possible ancillary programs are described in Section 6. Some of these programs should be implemented in the near-term, while others should not be implemented without a more developed pedestrian facility network. Specific comments for each of the types of programs discussed in Section 6 are offered below.

#### Spot Improvement and Maintenance Programs

A Spot Improvement Program to inventory, repair, maintain, and enhance sidewalks, crosswalks, and other pedestrian facilities should be implemented as soon as possible. Many municipalities set aside a set level of funding for a Spot Improvement Program every year. It is suggested that Albemarle adopt a similar approach, including a set amount of funding in the Public Works budget every year for minor repairs and enhancements. Specific projects can be decided by suggestions received from the public. An annual budget of \$100,000 for spot improvements would provide a starting point for enabling minor improvements around the City.

#### Education Programs

Education programs such as crossing guard programs or driver's education programs should be pursued in the near-term, working especially with the Albemarle school system to identify opportunities for new programs within the schools. Safety programs are beneficial regardless of the extent of the pedestrian infrastructure network.

#### Encouragement and Promotional Programs

Various encouragement and promotion programs are described in Section 6. These programs should be phased in over time. It is important that encouragement and promotion activities are on-going, rather than one-time efforts. Some programs, such as the *Urban Walker Program*, are more appropriate after a more extensive pedestrian network has been developed. Other programs, such as *Safe Routes to School* can be implemented immediately.

#### Enforcement Programs

The City should strongly consider reductions in speed limits on residential roads in the near-term, because the safety benefits of reduced speeds are significant. The Foot Patrol program can be phased in as additional pedestrian-oriented development occurs in the designated Pedestrian Oriented Development Districts, and an increase in the enforcement of existing laws would be an immediate improvement.

#### Alternate Transportation Options

Many of the policies and projects recommended in this plan also create a strong framework for a viable multimodal transportation system. Transportation options such as mass-transit, bicycle facilities, and car sharing programs help to create more choices for pedestrians. As more



options create a stronger pedestrian system, good pedestrian facilities also create stronger mass transit systems.

### Anti-Litter Programs

Programs to clean litter, such as Adopt-a-Sidewalk, should be implemented immediately to maintain the attractiveness of Albemarle's sidewalks. This program would be especially beneficial in areas with high levels of pedestrian traffic, such as Albemarle's downtown. These programs can be expanded as the pedestrian network grows.

### Mapping and Signing Projects

Pedestrian route mapping and signing projects should be implemented in conjunction with the completion of new pedestrian facilities that comprise a route connecting major origins and destinations. It is inappropriate to develop maps and / or signage until the routes to be mapped and / or signed are developed to the extent that a route is fully usable and accessible.

### High Priority Programs

Many of these programs depend on a strong pedestrian infrastructure to be in place to be successful, but some can be implemented immediately. These high priority programs include inventorying Albemarle's sidewalks and crosswalks and developing a spot maintenance program, all school safety and walk-to-school encouragement programs, the litter reduction programs, the reduction of speed limits on residential roads, active increase in enforcement of existing traffic laws. The city should also begin aggressive marketing strategies and campaigns to educate the community on the importance and value in the pedestrian projects and ideas mentioned in this plan.

## 9.4. ORGANIZATION OF A PEDESTRIAN COMMITTEE

A committee should be created immediately that will oversee the implementation of this plan. The committee should be made up of stakeholders that will have the interest, knowledge, and ability to become familiar with the details of this plan and to ensure that the proper steps are taken to find funding, change or create public policy, re-rank projects as necessary, and encourage the community to embrace foot travel. This committee may be combined with the implementation of future bicycle and greenway plans if necessary. Albemarle's Planning Department, Utilities Department, Police Department, Parks and Recreation Department and Stanly County Schools should all make an effort to become familiar with and make decisions based off of this plan. Citizens groups, organizations, and businesses are also encouraged to get involved with the implementation of this plan.



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